

BookletChart[™]

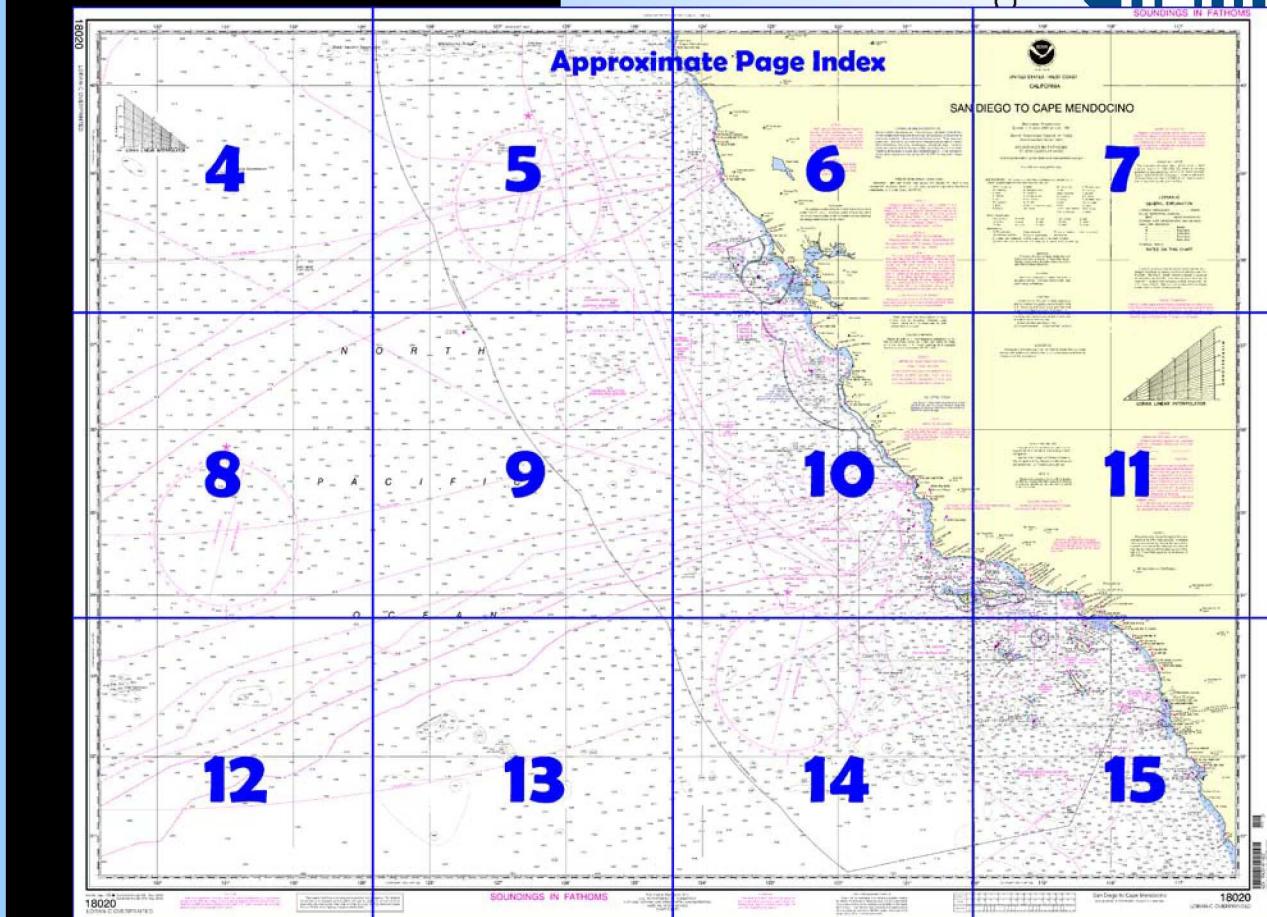
San Diego to Cape Mendocino

(NOAA Chart 18020)

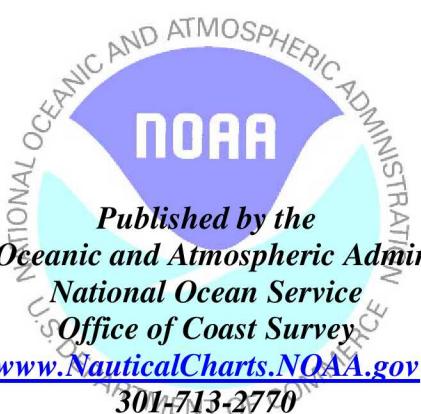


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

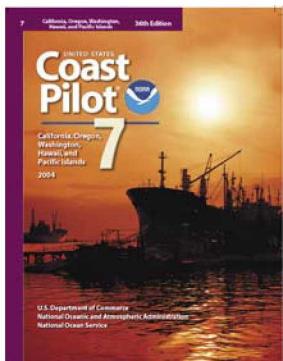
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 4,5,6, 7 & 8 excerpts]

(1) **San Francisco Bay**, the largest harbor on the Pacific coast of the United States, is more properly described as a series of connecting bays and harbors of which San Francisco Bay proper, San Pablo Bay, and Suisun Bay are the largest. Depths of 29 to 40 feet are available for deep-draft vessels to San Francisco, Oakland, Alameda, Richmond, and Redwood City in San Francisco Bay proper; to Stockton on the San Joaquin River; and to

Sacramento through the lower Sacramento River and a deepwater channel. Much of the local navigation is by light-draft vessels and barges.
(9) **Bodega Bay**, a broad opening between Tomales Point and Bodega Head, affords shelter from NW weather at its N end, but is dangerous in

S or W weather. The summit of **Bodega Head** is rounded and grassy, with steep rocky cliffs on the S and W ends.

(18) **San Luis Obispo Bay**, 35 miles N of Point Arguello, is a broad bight that affords good shelter in N or W weather. S gales occur several times during the winter.

(22) The city of **San Diego** is on the NE shore of the bay. **Coronado** is on the sandspit opposite San Diego. **National City** and **Chula Vista** are S of San Diego on the SE shore of the bay.

(24) **San Clemente Island**, 43 miles SSW of Point Fermin and 57 miles WNW of Point Loma, is 18 miles long in a NW direction and 4 miles wide at its widest part, and reaches an elevation of 1,965 feet.

(44) **Santa Catalina Island**, 18 miles S of Point Fermin, is 18.5 miles long in a SE direction and has a greatest width of 7 miles. The island is privately owned.

(54) **Point Arena**, 68 miles NW of Point Reyes, consists of a long level plateau, diminishing in height to the end of the 60-foot-high point. It is the first prominent point N of Point Reyes.

(74) **San Pedro Channel** is about 17 miles wide between the mainland, Point Fermin to Point Vicente, and Santa Catalina Island. Current observations have been made 7 miles S of San Pedro Breakwater.

(76) **San Nicolas Island**, the outermost of the group off southern California, is 53 miles off the nearest point of the mainland, 43 miles WNW of San Clemente Island, and 24 miles SW of Santa Barbara Island. The island is a military reservation and off limits to the public.

(86) **Santa Barbara Island**, 33 miles SSW of Point Dume and 21 miles W from the W end of Santa Catalina Island, is 1.5 miles long in a N direction and has a greatest width of 1 mile.

(89) **Fort Bragg**, 30 miles N of Point Arena, is the largest coast town between San Francisco and Eureka. It is near the head of a cove formerly known as **Soldiers Harbor**. The former loading wharf has been removed; lumber is now shipped out by rail and truck. Groceries can be obtained, and minor repairs made.

(95) **Santa Cruz Island**, 17 miles WSW of Point Hueneme, is the largest of the Channel Islands. It is privately owned and permission must be obtained to land.

(106) **Santa Rosa Island**, 24.5 miles SW of Goleta Point on the mainland, is 15 miles long in a W direction and has a greatest width of nearly 10 miles.

(121) **Point Sur**, 121 miles NW of Point Arguello and 96 miles SSE of San Francisco Bay entrance, is a black rocky butte 361 feet high with low sand dunes extending E from it for over 0.5 mile. From N or S, it looks like an island and in clear weather is visible about 25 miles.

(143) **Cape Mendocino**, 185 miles N of San Francisco Bay entrance and 367 miles S of Columbia River entrance, is a mountainous headland, the famous landmark of the old Spanish navigators and the galleons from the West Indies.

(149) **Monterey Bay**, between Point Pinos and Point Santa Cruz, is a broad 20-mile-wide open roadstead.

(151) **Santa Barbara Channel** is 63 miles long and increases gradually in width from 11 miles at the E end to 23 miles at the W end. The channel is free of dangers and has depths of 40 to more than 300 fathoms along the recommended track from San Diego and Los Angeles to northern ports.

(174) At **San Clemente Island**, about 60 miles (111 km) northwest of San Diego, west winds dominate at a lower average speed of only seven knots.

(259) **Los Angeles Harbor**, at the W end of San Pedro Bay, includes the districts of **San Pedro**, **Wilmington**, and a major portion of Terminal Island.

(260) **Long Beach Harbor**, in the E part of San Pedro Bay, includes the City of Long Beach and a portion of Terminal Island. Long Beach and Los Angeles Harbors are connected by Cerritos Channel. The distance between the seaward entrance to the two harbors is about 4 miles.

Table of Selected Chart Notes

Corrected through NM Oct 06/07
Corrected through LNM Oct 02/07

NOTE L

IMO - adopted Recommended Tracks for vessels 300 gross tons and above (except those carrying hazardous cargo in bulk or crude oil).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE K

IMO - adopted Recommended Tracks for vessels carrying hazardous cargo in bulk (including ore concentrates, explosives, munitions, chemicals, liquefied gases, refined products, distillates or other non-persistent cargo). Vessels using these tracks should use the Western TSS when entering or leaving San Francisco.

NOTE G

Obstructions reported 90 feet off the bottom. All fishing vessels and other vessels involved in subsurface operations are advised to remain clear of this area.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed in the vicinity of San Clemente Island and as much as 4° in the vicinity of Sixty-mile Bank.

SEA OTTER REFUGE

The State of California Fish and Game Code prohibits the use of bows or firearms and the trapping of birds or mammals in the California Sea Otter Game Refuge.

CAUTION

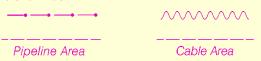
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS

Elevation of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Oil well structures and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18720 and 18740.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
Ⓐ(Accurate location) Ⓜ(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

Mercator Projection
Scale 1:1,444,000 at Lat. 38°

North American Datum of 1983
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER**

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

**NOTE H
AREAS TO BE AVOIDED**

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

**NOTE F
CHEMICAL MUNITIONS DUMPING
AREA - RESTRICTION**

Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

NOTE J
See Coast Pilot 7, Chapter 5 for information pertaining to Naval Operating Area in Bechers Bay.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE I

The U.S. Coast Guard operates an Offshore Vessel Movement Reporting System (OVMS) covering the seaward approaches to San Francisco Bay. All commercial vessels over 300 gross tons and all tugs with tows are requested to contact Vessel Traffic Service San Francisco on VHF-FM channel 12 (156.60 MHz) when entering this area. All vessels in the area are encouraged to listen on channel 12 at fifteen and forty-five minutes past each hour for broadcast reports of known shipping traffic in the area. Additional information on the OVMS is published in Coast Pilot 7 and information concerning specific operating procedures is available from the VTS.

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No copyright is claimed by the United States Government under Title 17, U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, California, or at the office of the District Engineer, Corps of Engineers in San Francisco and Los Angeles, California.

Refer to charted regulation section numbers.

MAGNETIC VARIATION

Magnetic variation curves are for 2003 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

NOTE C

TRAFFIC SEPARATION SCHEME
Recommended traffic lanes established for the approaches to San Francisco Bay are shown on charts 18645, 18680, and 18640.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 3 for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Adds to Navigation (lights are white unless otherwise indicated):

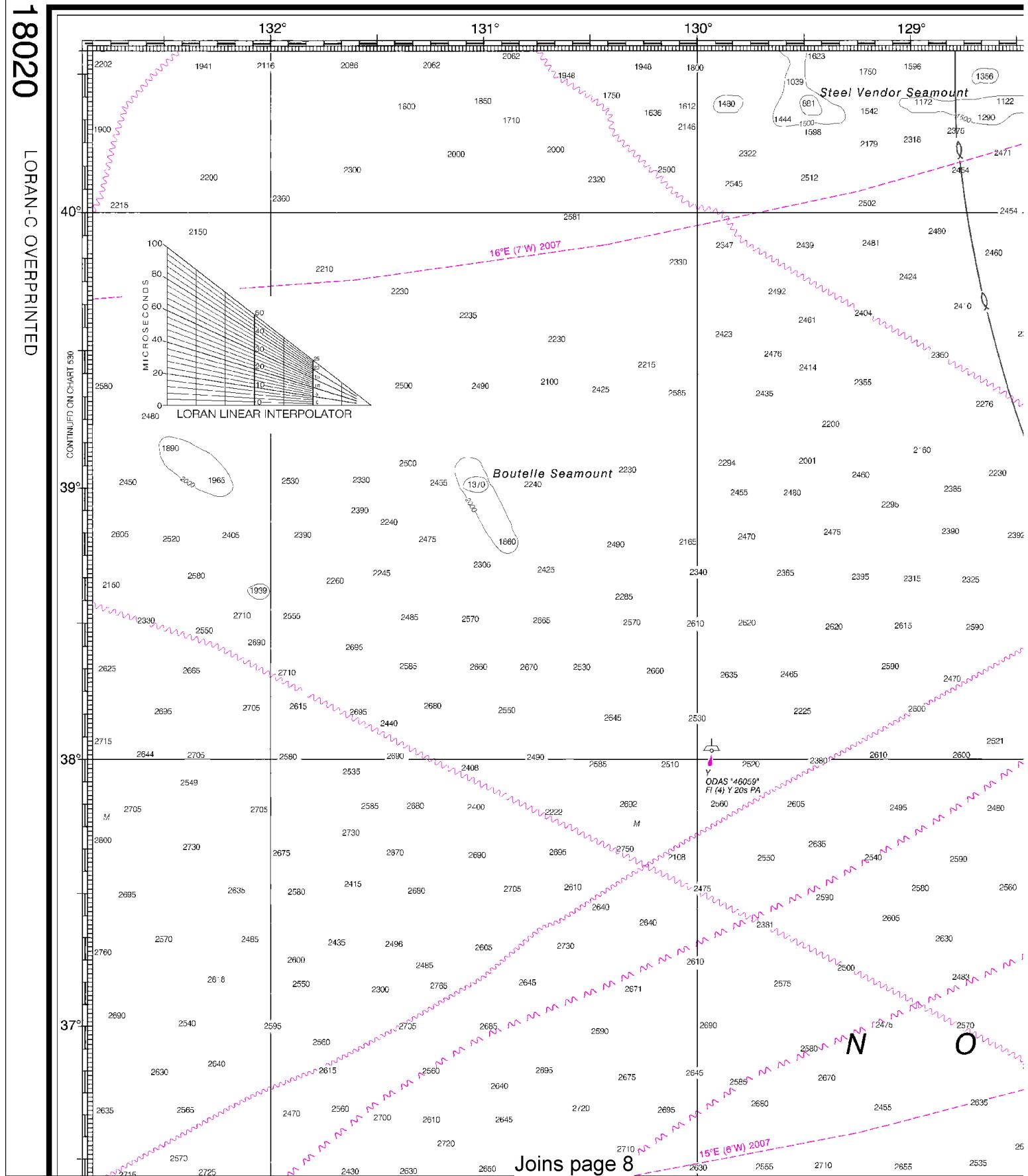
AERO aeronautical	G green	Mo morse code	R TRI radio tower
AI alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gr. gray	Oys oysters	so soft
bk broken	G gravel	h hard	fk rock	sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

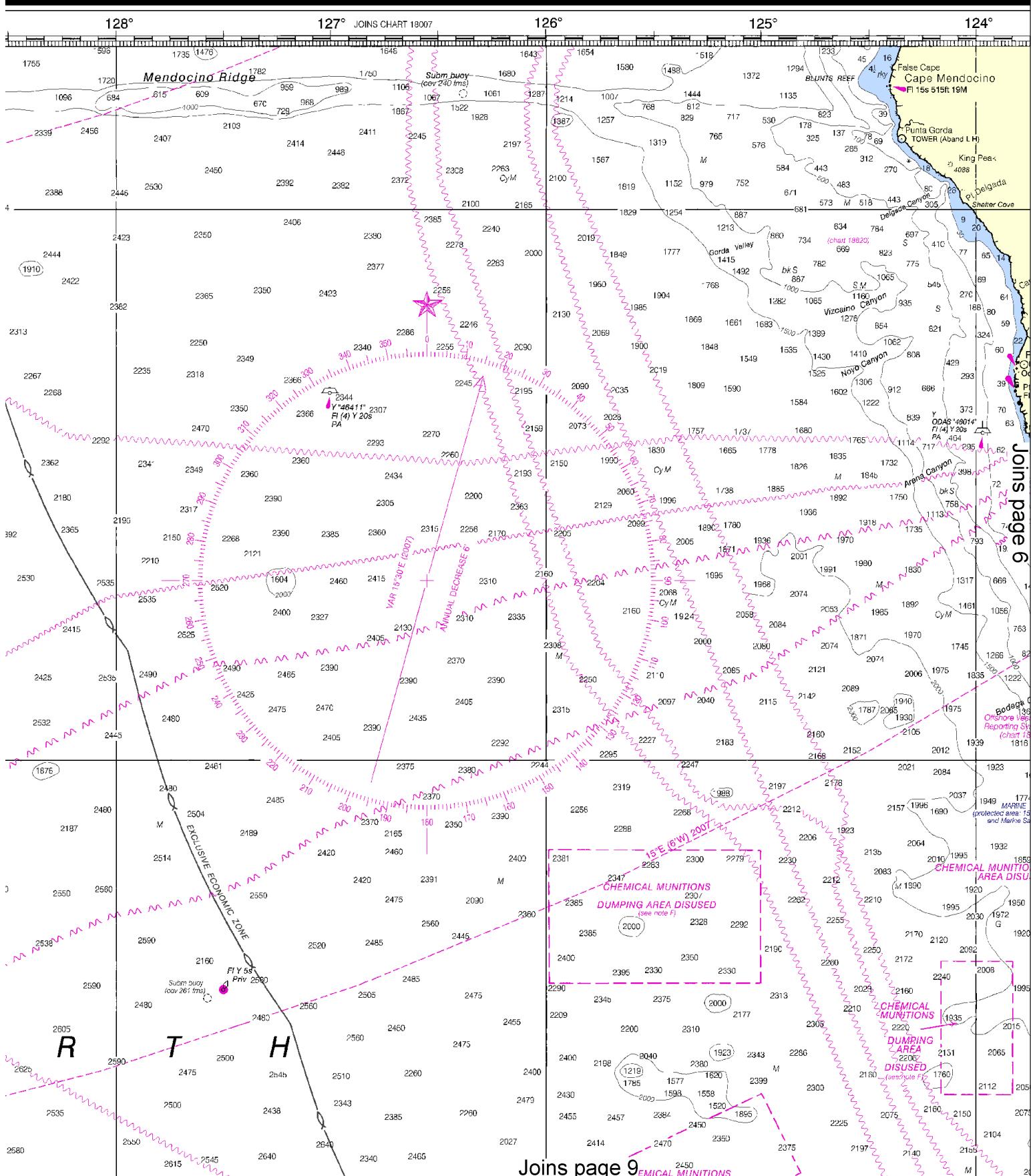
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
② Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			



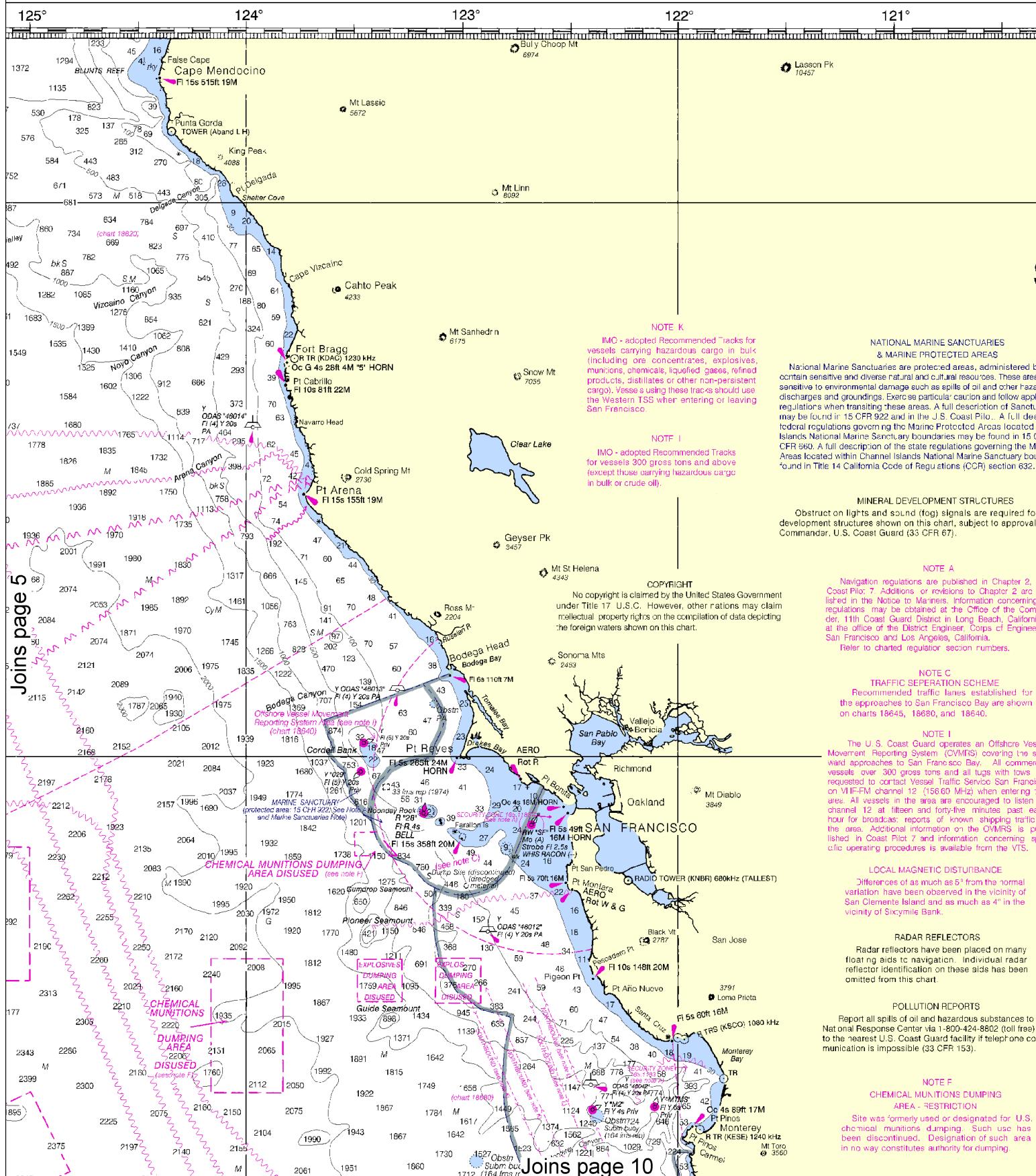
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This BookletChart was reduced to 70% of the original chart scale.

The new scale is 1:2062857. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN DIEGO TO CAPE MENDOCINO

Mercator Projection
Scale 1:1,444,000 at Lat. 38°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For offshore navigation only

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AFRO aeronautical	G green	Mo Morse code	P TR radio tower
AI alternating	IC interrupted quick	N nun	Pot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LI HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	SL M statute miles
DIA diaphone	m minutes	O quick	VQ very quick
F fixed	MICRO TR microwave tower	P red	W white
Fl flashing	Mkr marker	Pa Red radar reflector	WHS white
		Pf En radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Dys oysters	so soft
br broken	G gravel	h hard	Rk rock	Sh shols
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PC position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated			
(2) Rocks that cover and rise over, with heights in feet above datum of soundings.			

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (Accurate location) (Approximate location)

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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

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LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY..... 100 kHz

PULSE REPETITION INTERVAL

9940 99,400 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

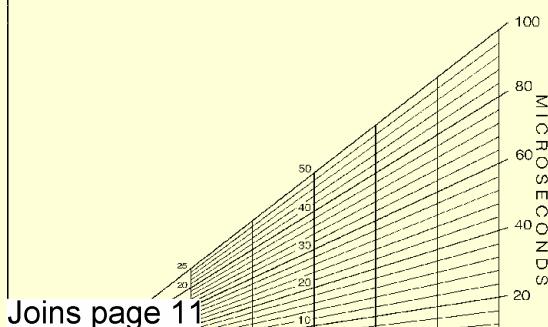
EXAMPLE: 9940-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pt. 7, Chapter 3 for details.



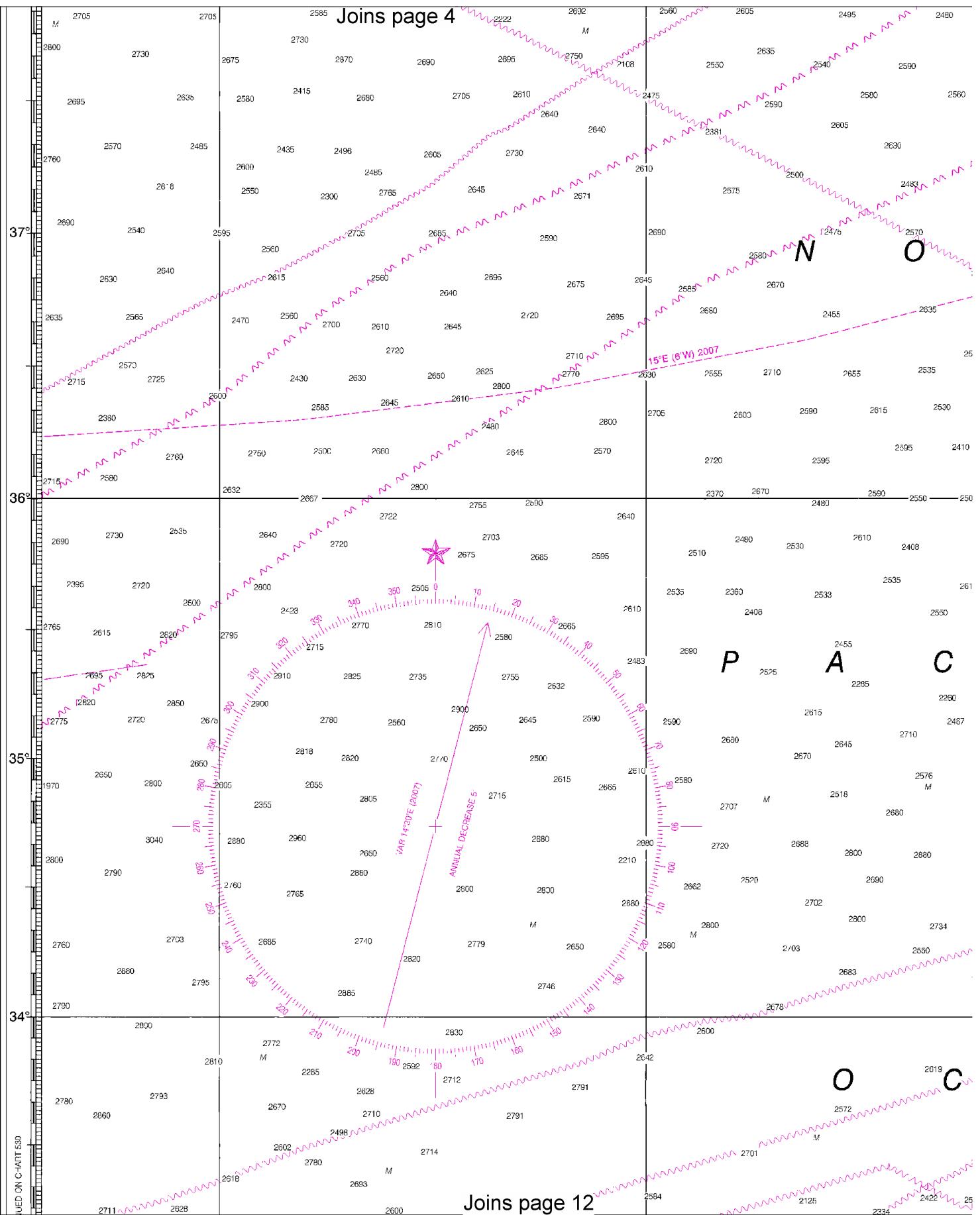
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: n/a .

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JOINS page 5

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NOTE J
See Coast Pilot 7, Chapter 6 for information pertaining
to the Operating Area in Bachers Bay.

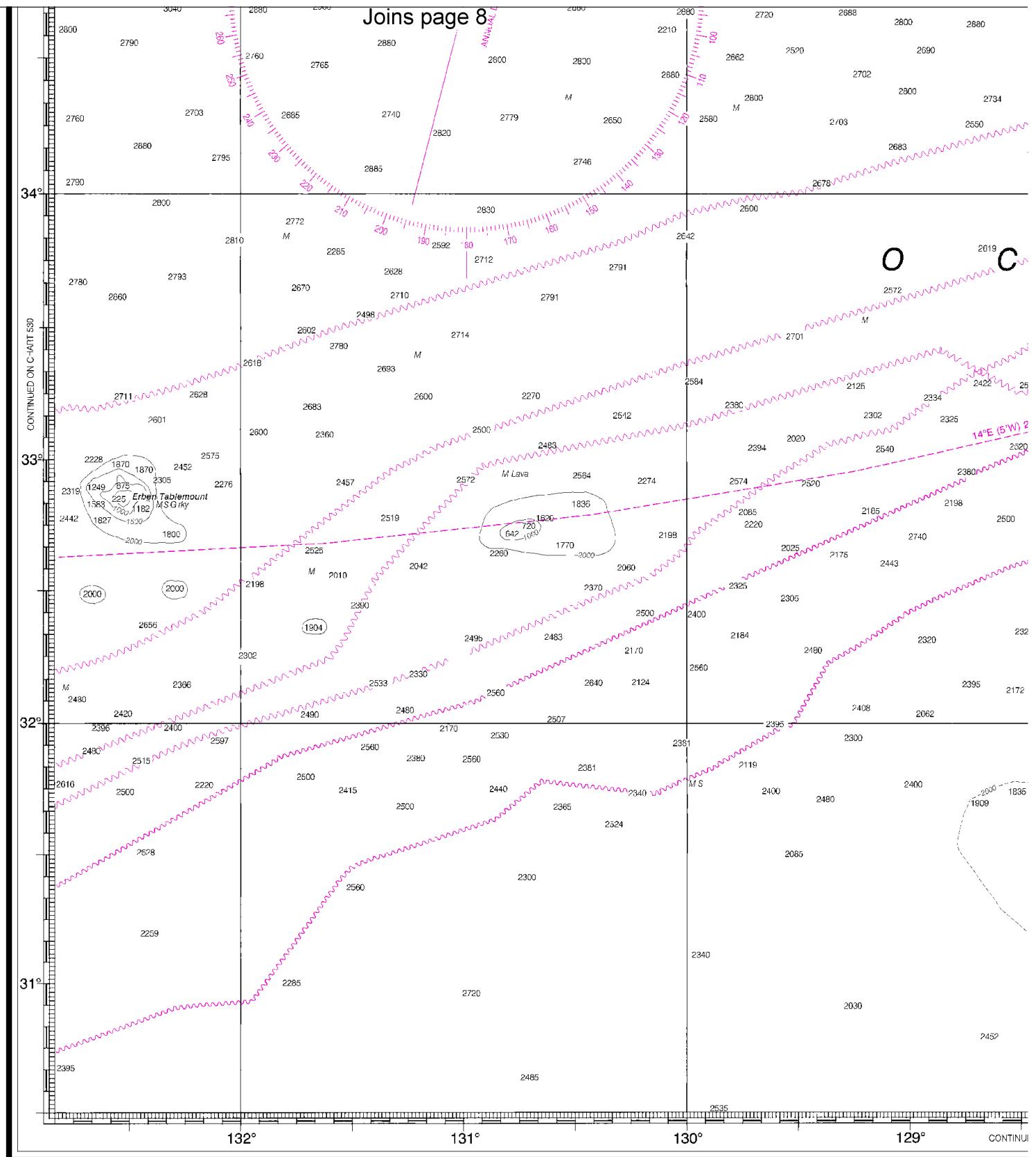
AERO Rot W&G

JM

TRAFFIC SEPARATION SCHEME

NOTE E

NOTE S



38th Ed., Oct. / 07 ■ Corrected through NM Oct. 06/07
Corrected through LNM Oct. 02/07

CAUTION

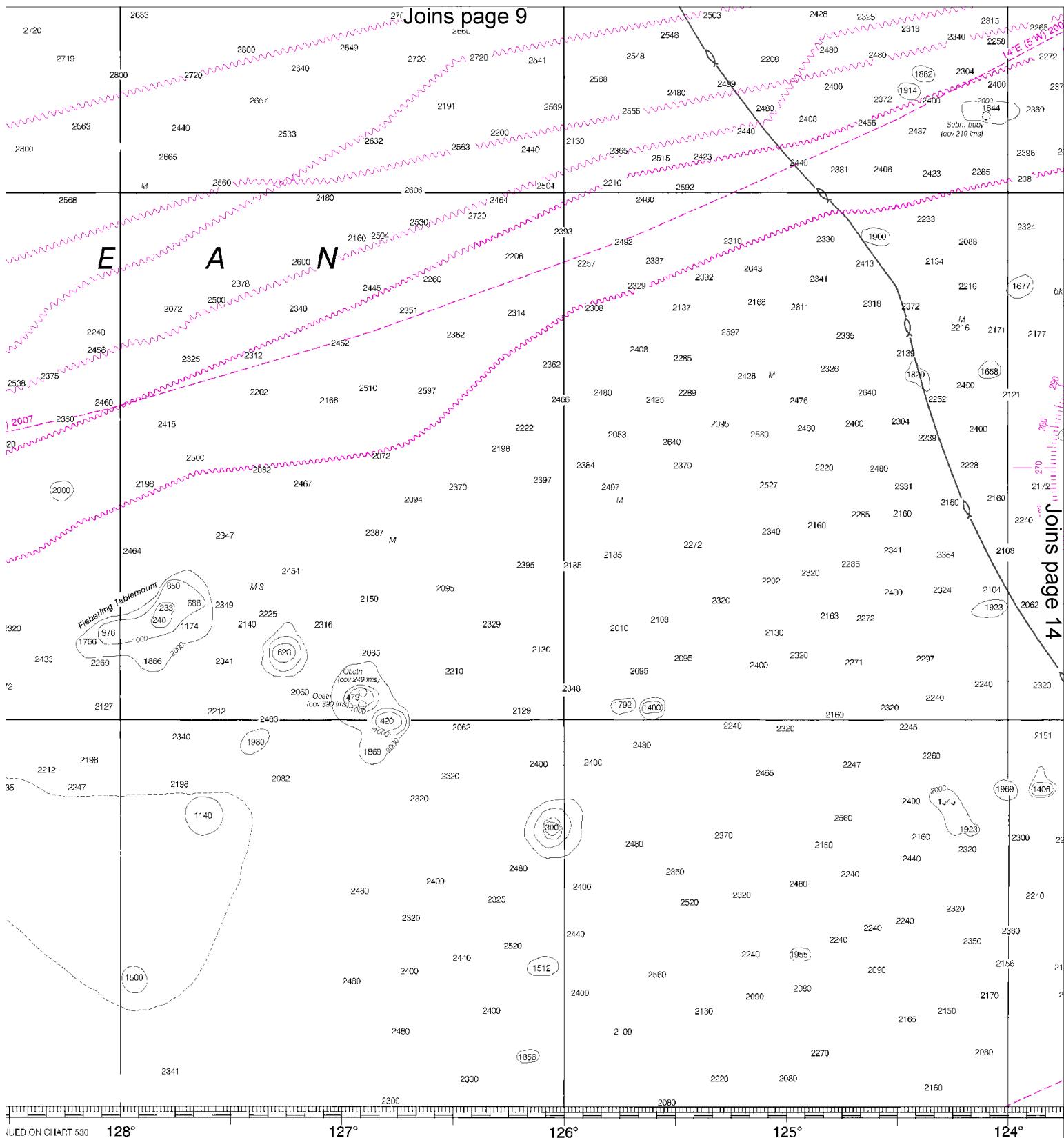
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This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

↳ Joins part

PUBLISHED AT WASHINGTON, D.C.
U. DEPARTMENT OF COMMERCE
NATIONAL METEOROLOGICAL ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

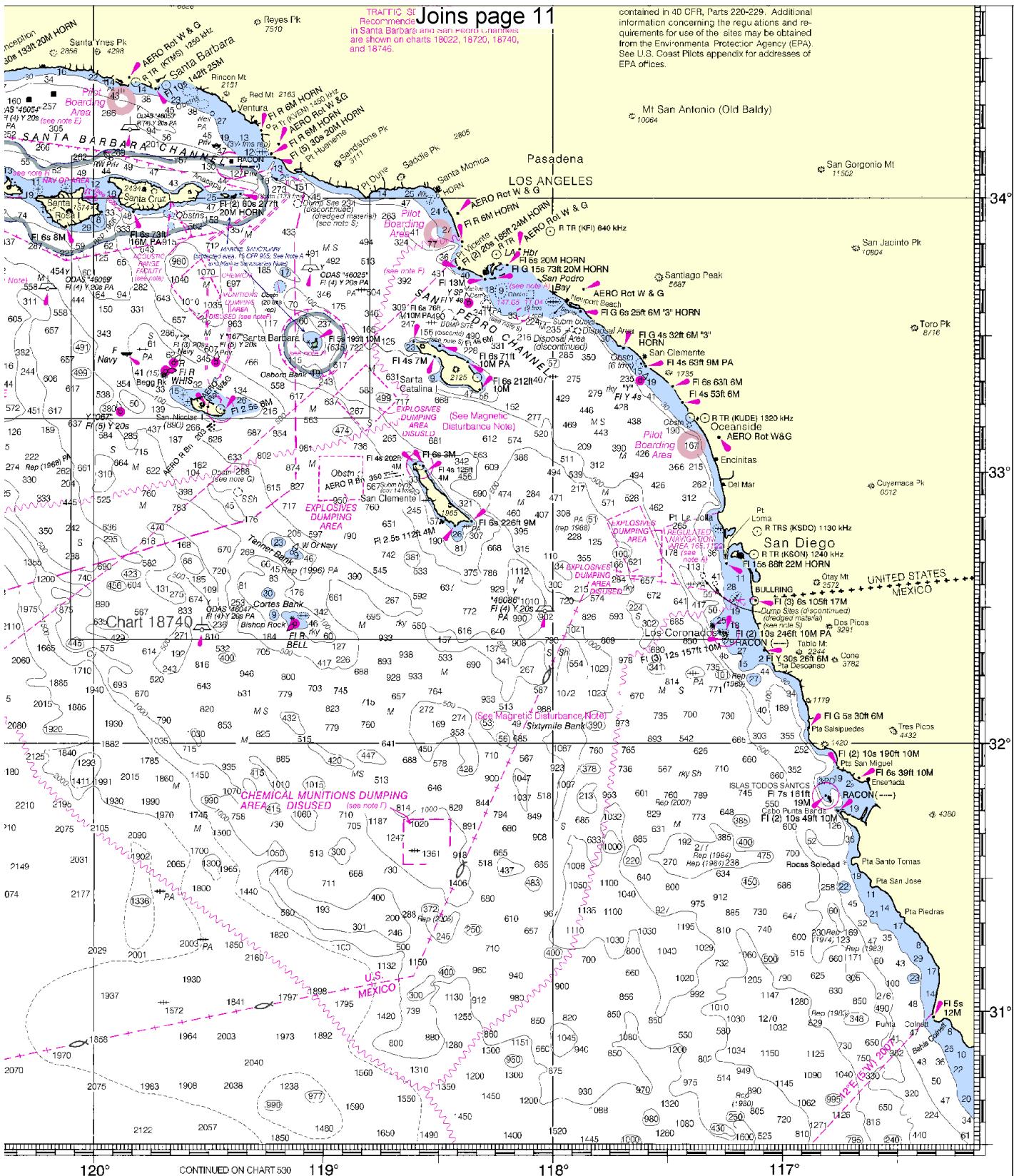
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FD No. 38

NSN 7642-10-11602
REFERENCE NO. 18XCO18020

San Diego to Cape Mendocino
SOUNDINGS IN FATHOMS - SCALE 1:1,444,000

15

18020
LORAN-C OVERPRINTED

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	2	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	3	4	6	7	9	11	12	13	14	15	17	18	19	20	21	22

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Pacific SAR Coordinator – 510-437-3700

Coast Guard RCC Seattle – 206-220-7001

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.